

Message Text

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INFO OCT-01 ARA-06 ISO-00 DEAE-00 CIAE-00 INR-07 IO-10

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R 132217Z AUG 75

FM SECSTATE WASHDC

TO AMEMBASSY MEXICO

AMCONSUL CIUDAD JUAREZ

AMCONSUL GUADALAJARA

AMCONSUL HERMOSILLO

AMCONSUL MATAMOROS

AMCONSUL MAZATLAN

AMCONSUL MERIDA

AMCONSUL MONTERREY

AMCONSUL NUEVO LAREDO

AMCONSUL TIJUANA

INFO US CUSTOMS WASHDC

C O N F I D E N T I A L STATE 192138

E.O. 11652: GDS

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TAGS: SNAR, MX

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ERN BORDER

1. THE U.S. CUSTOMS SERVICE HAS RECENTLY INITIATED TWO
INTENSIFIED PROGRAMS ON THE MEXICAN BORDER. A CONCISE
DESCRIPTION OF EACH IS PROVIDED FOR YOUR INFORMATION.

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2. INTENSIFIED SECONDARY INSPECTION - U.S. CUSTOMS BORDER CROSSING OPERATIONS ARE CHARACTERIZED BY TWO LEVELS OF INSPECTION. A PRIMARY INSPECTION IS GIVEN TO ALL PERSONS CROSSING THE BORDER. IF CERTAIN PROFILES ARE MATCHED, IF THE TREASURY ENFORCEMENT COMMUNICATIONS SYSTEM (TECS) INDICATES A HIT THROUGH LICENSE PLATE NUMBER MATCH UP, OR IF THE EXPERIENCE OF THE INSPECTOR IN ANY WAY CAUSES HIM TO SUSPECT THE PERSON AS A SMUGGLER, THE PERSON IS ESCORTED TO A SECONDARY AREA FOR A MORE INTENSIVE INSPECTION. IF A VEHICLE IS INVOLVED, IT IS GIVEN AN INTENSIVE SEARCH IN THE SECONDARY AREA.

3. ON AUGUST 1, 1975 THE CUSTOMS SERVICE BEGAN A SIXTY-DAY PROGRAM WHICH INTENSIFIES THE SECONDARY SEARCHES AT FIFTEEN CRUCIAL BORDER CROSSINGS IN CALIFORNIA, ARIZONA, NEW MEXICO AND TEXAS. THERE HAVE BEEN A NUMBER OF CUSTOMS OFFICERS TEMPORARILY RELOCATED FOR THIS EFFORT, AND THE NORMAL NUMBER OF NARCOTICS DETECTOR DOGS ON THE MEXICAN BORDER HAS BEEN INCREASED FROM 38 TO 81.

4. THE PROGRAM HAS TWO OBJECTIVES. THE FIRST OBJECTIVE IS TO CURTAIL THE SMUGGLING OF NARCOTICS, ESPECIALLY HEROIN, THROUGH OUR BORDERS BY USE OF MEN AND DOGS IN SEARCHES OF INCREASED NUMBERS OF APPROPRIATE VEHICLES. AS THESE SEARCHES WILL BE CONDUCTED IN SECONDARY AREAS,

NO DISRUPTION OF NORMAL BORDER TRAFFIC IS EXPECTED.

5. THE SECOND OBJECTIVE IS TO SUCCESSFULLY IDENTIFY PATTERNS OF SMUGGLING BY ANALYZING RESULTANT SEIZURE INFORMATION. SECONDARY REFERRAL WILL BE TRIGGERED BY CERTAIN GUIDELINES REGARDING THE ORIGIN AND DESTINATION OF THE PASSENGERS. THEIR PASSPORT ORIGIN AND ACTIVITY WILL ALSO PROVIDE INDICATIONS THAT AN INTENSIVE INSPECTION IS CALLED FOR. REPORTING OF SEIZURE INFORMATION IS GOING ON NOW. ANALYSIS OF THIS INFORMATION WILL GENERATE CHANGES IN PROFILE DELINEATORS WHICH IS EXPECTED TO RESULT IN GREATER NUMBERS OF MEANINGFUL SEIZURES.

6. THIS PROGRAM, ALTHOUGH TEMPORARY, IS EXPECTED TO BENE-
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FIT CUSTOMS IN THE LONG RUN BY PROVIDING A REDEFINITION OF SMUGGLING METHODOLOGY AND PROFILES WHICH WILL RESULT IN AN APPROPRIATE CHANGE IN INTERDICTION METHODS BY THE SERVICE.

7. UPGRADING OF PRIVATE AIRCRAFT REPORTING AND CONTROL -
WITHIN THE NEXT TWO WEEKS THIS PROGRAM PROCEDURE WILL BE
PUBLISHED IN THE FEDERAL REGISTER. IN THE INTERIM, THIS

SHORT BACKGROUND WILL HELP EXPLAIN THE DESIRABILITY OF THE UPGRADING.

8. EXISTING REPORTING REQUIREMENTS FOR PRIVATE AIRCRAFT ARRIVING FROM OR DEPARTING FOR CERTAIN AREAS SOUTH OF THE UNITED STATES HAVE CREATED SEVERE ENFORCEMENT PROBLEMS FOR CUSTOMS IN RECENT YEARS. PRIVATE AIRCRAFT ARRIVING FROM MEXICO FREQUENTLY LAND FAR IN ADVANCE OF CUSTOMS RECEIPT OF NOTIFICATION OF ARRIVAL TRANSMITTED VIA CURRENT PROCEDURES. ADDITIONALLY, CUSTOMS SEIZURE STATISTICS REFLECT NUMEROUS INSTANCES WHEREIN PRIVATE AIRCRAFT HAVE MADE UNAUTHORIZED LANDINGS IN THE UNITED STATES AND DISCHARGED CONTRABAND.

9. UPON APPROVAL OF THE NEW PROCEDURE, THE UNITED STATES CUSTOMS SERVICE WILL REQUIRE ALL PRIVATE AIRCRAFT PILOTS ARRIVING FROM SOUTH OF THE U.S. BORDER TO: (1) COMMUNICATE DIRECTLY VIA RADIO OR TELEPHONE TO CUSTOMS OR FAA

THEIR INTENTION TO LAND AND PROVIDE A PENETRATION REPORT NOT LATER THAN FIFTEEN MINUTES PRIOR TO ENTERING UNITED STATES AIR SPACE, AND (2) LAND AT ONE OF THE THIRTEEN SPECIALLY DESIGNATED TWENTY-FOUR HOUR U.S. AIRPORTS ALONG THE MEXICAN/UNITED STATES BORDER.

10. THE PENETRATION REPORT, WHICH WILL BE EITHER DIRECTLY AVAILABLE TO CUSTOMS OR CALLED TO CUSTOMS VIA AN FAA "HOT LINE," WILL CONTAIN THE FOLLOWING INFORMATION: 1. AIRCRAFT REGISTRATION NUMBER; 2. NAME OF AIRCRAFT COMMANDER (FULL NAME); 3. NUMBER OF U.S. CITIZEN PASSENGERS; 4. NUMBER OF ALIEN PASSENGERS; 5. PLACE OF LAST DEPARTURE (FOREIGN); 6. ESTIMATED TIME AND LOCATION OF CROSSING U.S. BORDER; 7. NAME OF NEAREST INTENDED U.S. AIRPORT OF

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FIRST LANDING, WHICH MUST BE ONE OF THE DESIGNATED AIRPORTS, UNLESS EXEMPTED, AND; 8. ESTIMATED TIME OF ARRIVAL.

11. UPON RECEIPT OF THIS INFORMATION CUSTOMS WILL QUERY TECS WITH THE AIRCRAFT REGISTRATION NUMBER AND PILOT NAME TO DETERMINE IF ANY INFORMATION IS AVAILABLE DUE TO PRIOR CUSTOMS EXPERIENCE OR INFORMATION SOURCES. A HIT WOULD, OF COURSE, INITIATE INTENSIVE INSPECTION AND CONTROL OF BOTH THE AIRCRAFT AND PASSENGERS.

12. THE FAILURE OF AN AIRCRAFT TO LAND AT ITS REPORTED AIRPORT DESTINATION WITHIN TEN MINUTES OF THE EXPECTED TIME WILL TRIGGER AN INTERCEPTION EFFORT BY CUSTOMS AIR SUPPORT UNITS. SIMILARLY, ANY AIRCRAFT OBSERVED, EITHER

VISUALLY OR BY RADAR CROSSING THE BORDER WITHOUT FILING
A PENETRATION REPORT WILL TRIGGER AN INTERCEPTION EFFORT.

13. THERE ARE, NATURALLY, EXEMPTIONS FROM THE DESIGNATED
AIRPORTS FOR THOSE CASES WHERE PRIOR APPLICATION HAS BEEN
MADE AND PERMISSION TO PROCEED TO ANOTHER AIRPORT HAS
BEEN GRANTED. PENETRATION REPORTS WILL STILL BE REQUIRED
IN THESE CASES.

14. ALL OF THESE REQUIREMENTS WILL BE BACKED BY PENAL-
TIES FOR FAILURE TO COMPLY, INCLUDING POSSIBLE \$500

CIVIL PENALTIES AND/OR AIRCRAFT SEIZURE EVEN WHEN NO
CONTRABAND IS FOUND. KISSINGER

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